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THE Corner Street, Compradore's Water and Gas For pa At Mess Hongkong,

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THE Corner Street, c Compradore's Water and Gas For particul At Hongkong, I

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JOHN TH DISPENSING CH SODA WATER Ships' Medic and "TEETH INTERNATIONAL 23, Wz Ha Hongkong, May GEORGE (FIVE YEAR KINGSFORD LONDON, VENDU ENGLISH A CH VICTORIA HON SHIPS' MEN SUPPLIE Hongkong, May EASTLA

For Sale

For Sale.
FOR SALE.
 Ex Zephyr, from Sydney.
500 Tons best screened Steam COAL.
 By
LANE, CRAWFORD & Co.
 Hongkong, December 5, 1868

FOR SALE.
YELLOW METAL 16 to 28 oz. and
Nails. Apply to
GIBB, LIVINGSTON & Co.
Hongkong, September 15, 1868.

FOR SALE.
 \$ TOVES-STOVES-STOVES.
 Apply to
 L. FRICKEL & Co.
 Hongkong, January 2, 1869. feb1

FOR SALE.
 Ex "Lota."
 WIRE ROPE from 1 in. to 8 in. Gal-
 vanized Jib HANKS, 2 in. to 3½ in.
 Superior Bottled ALE and Guinness
 STOUT. Pump LEATHER.
 Apply to

FAWCETT & Co.
Hongkong, January 4, 1869. tf

FOR SALE.
THE Well-known Racing Pony ALARM.
LANE, CRAWFORD & Co.
Hongkong, December 5, 1868. tf

FOR SALE.
SHEET ZINC,
Sheet LEAD,
Galvanized RODS,
Boiler PLATES,
Brown Sheathing FELT.
P. O.

RAY & Co.
Hongkong, December 4, 1868. 4/5

FOR SALE,
UFF & GORDON'S PALE SHERRY
in 1 doz. cases.
Bass ALE in qts.
Bass ALE in pints.
Guinness STOUT in qts.

Hennessy BRANDY.
 Kinahan L. L. WHISKY.
 RAY & Co.
 Hongkong, December 4, 1868. 4/6

FOR SALE.
BASS'S BEER, quarts and pints.
Allsopp's BEER.
Champagne ALE.
Bridge's PORTER.

rate India STOUT.
 French PATTIES.
 Imperial PLUMS.
 TOBACCO and CIGARS.
 SHERRY—PORT—CHAMPAGNE.
 Yellow SOAP.

Toilet SETS.
TURPENTINE—Paint OIL—CANVAS
&c., &c.
A small portable PUMP, with HOSE
complete.

J. M. ARMSTRONG,
Auctioneer and General Commission
Agent.
Commercial Bank Buildings,
Queen's Road,
Hongkong, January 6, 1869.

COALS.
THE Undersigned are prepared to Coal
Steamers on the most reasonable
terms from a Cargo of English Steam Coals.

Now at the Wharf in this Harbour or from fresh
 Welsh and Australian Coals in Store.
 ROBERT S. WALKER & Co.
 Hongkong September 22, 1868.

00 FOR SALE.
Just Received.
Barrels PORTLAND CEMENT.
Apply to
FREDERIC DEGENAER,
8, d'Assillon Street.

Hongkong, September 12, 1888.

FOR SALE.
Ex S.S. "TIGRE."
FEW Bags of Mocha COFFEE.

per bag of 28 lb.
Apply to
G. DUBOST & Co.
Hongkong, August 31, 1868. tf

FOR SALE.
OALS suitable for Household purposes.
ROB. S. WALKER & Co.
Hongkong, October 8, 1868. tf.

FOR SALE.
JULES MUMM & Co.'s CHAMPAGNE,
Mumm & Co.'s HOCK & MOSLELE,
qts. and pts.
Chillingworth's SHERRY and PORT.
CHAMPAGNE, HOCK & MOSLELE

WHISKY, WHISKEY.
 WHITE & PRICE'S BRANDY.
 ALLSOPP'S ALE, draught and bottle.
 BARCLAY & GUINNESS' STOUT.
 BRIDGES & SONS' PORTER.
 ROB. S. WALKER & Co.

NEW BOOK,
THE Speculations of
"The Old Philosopher"

Translated from the Chinese
BY
JOHN CHALMERS, A.M.
Price \$1.50.

Also,
The Origin of the Chinese" by the same
author: Price \$1.
Apply at Messrs LANE, CRAWFORD & Co.
The London Mission House,
Hongkong, October 17, 1859.

FOR SALE,
YELLOW METAL, 18 to 28 oz. Muntz
and Vivians.

JOHN BURD & Co.
Hongkong, April 5, 1867.

FOR SALE.
UNTZ's Yellow METAL, 20/28 oz. and
NATURAL

Also,
Swiss Patent Yellow METAL KEEL
NAILS, 12lbs. and 13lb. with NAILS.
Apply to
HOLLIDAY, WISE & Co.

FOR SALE,
PRINTING PAPER,
HESSE & Co.

Yongkang, June 19, 1868.

Notices to Consignees.

THE following cases have been landed and stored at the risk and expense of the Consignees, who are requested to take immediate delivery.

Ex "Hoggy," 31st October, 1898.
VC 827, 1 case Arms.
Ex "Tiger," 6th January, 1899.
HC & O 361/70, 10 cases Opium.
BO
C. BEERTRAND,
Principal Agent.
Hongkong, January 10, 1899.

Notices of Firms.

THE interest and responsibility of Mr. GEORGE WILKINSON SCHWARTZMAN and of Mr. RUDOLPH HENNING in our firm ceased on the 31st December 1897, and 31st December 1898 respectively.

Mr. FERDINAND NISSEN and Mr. HEINRICH HOPFUS have this day been admitted partners in our firm at Hongkong and in China, which now consists of Mr. GEORGE THORODER SIMONSEN, Mr. WOLFGANG NISSEN, Mr. ADOLPH JOEST, Mr. FERDINAND NISSEN, and Mr. HEINRICH HOPFUS.

SIEMSEN & Co.,
Hongkong, January 1, 1899. 2ap

MAKING NOTICE.
MR. WILKINSON SCHWARTZMAN and Mr. RUDOLPH HENNING are admitted partners in our firm.

Mr. HENRY CUYLER Low will sign our firm per procreation.

SMITH ARCHER & Co.,
Hongkong, January 1, 1899. 2ap

JOHN CARNegie, M.D., C.M., M.A., ceased to be a partner in the firm of JONES, CARNegie & Scott at Amoy and Swatow on the 31st December 1898.

In reference to the above, the undersigned hereby intimates that they will continue to carry on the above Medical Co-partnership under the name of JONES, SCOTT & Carnegie.

C. M. JONES, F.R.C.S., L.D.S.P.
C. M. SCOTT, L.D.S.P.
AUG. MÜLLER, M.D., M.A.C.S., L.S.A.
January 25, 1899. 12b

WE have this day established ourselves at this Port as Merchants and Commission Agents in connection with Messrs D. B. MEYER & Co. of Calcutta.

Mr. RUSTOMJEE SOBHARJE WOODWALL is authorized to sign our firm in Hongkong.

RUSTOMJEE DHUNJEEBOY & Co.
Office No. 7, Hollywood Road.
Hongkong, January 12, 1899. 15b

THE interest and responsibility of Mr. ABRAHAM DAVID, ESKELIN, in our firm in China, ceased on the 31st December last, and Mr. CHARLES EDWARDS SASSON has been admitted a partner therein from this date.

E. D. SASSON & Co.,
Hongkong, January 1, 1899. 16b

HAVER, this day authorized Mr. C. LANGDON DAVIES to sign my name per procreation to all orders for goods supplied to the Hongkong Hotel, and I alone am liable to pay for goods supplied upon such order.

I have further authorized Mr. Davies to collect all debts due to me on Hotel account, for which his receipt will be a sufficient discharge.

LEE AFOONG,
Hongkong, December 1, 1898. 17b

NOTICE.
MR. C. J. H. SCHWARTZMAN is authorized to sign our firm per procreation, from this date.

SCHWARTZMAN & THIEL,
Saigon, November 14, 1898. 17b

NOTICE.
THE interest and responsibility of Mr. WILKINSON SCHWARTZMAN in our firm ceased on the 30th June last.

Mr. THOMAS PIERCE WILLIAM NISSEN OLMSTED and Mr. H. SEYMOUR GRAY are authorized to sign our firm in Hongkong and China from this date.

OLIPHANT & Co.,
Hongkong, October 6, 1898.

NOTICE.
I HAVE this day established myself as a Public Auctioneer, under the firm of JONES, SCOTT & Carnegie, and General Commission Agent.

C. LANGDON DAVIES,
Hongkong, July 1, 1898.

NOTICE.
FROM and after this date Mr. GEORGE F. BOWMAN will act as AGENT of the Pacific Mail Steamship Company at this Port.

S. L. PHELPS,
Agent.
Hongkong, August 15, 1897.

NOTICE.
WE have this day established ourselves at this Port as Merchants and Commission Agents under the firm of KUMMENACHER & Co.

J. KUMMENACHER,
Office—No. 12, Stanley Street.
Hongkong, January 1, 1899. 21b

NOTICE.
I HAVE established myself at this port as General Commission Merchant, under the style and firm of GIFFORD F. PARKER & Co.

GIFFORD FORBES PARKER,
Saigon, December 20, 1897.

NOTICE.
THE interest and responsibility of Mr. FERDINAND NISSEN in our firm ceased from this date.

H. D. BROWN & Co.,
Amoy, December 31, 1898. 22b

NOTICE.
MR. FRANCIS CHOMLEY is a Partner in our firm, which from this date will be conducted under the name of BROWN & Co.

H. D. BROWN & Co.,
Amoy, January 1, 1899. 22b

NOTICE.
MR. HENRY LISTON DALRYMPLE is authorized to sign our firm per procreation, at Foochow from this date.

BARLEY & Co.,
Hongkong, June 9, 1898.

NOTICE.
WE have authorized Mr. CLAUD BUDDE to sign our firm from this date.

DRYER & Co.,
Hongkong, January 1, 1899.

Notices of Firms.

NOTICE.
MR. D. O. CHAN retires from our firm, and Mr. J. MURRAY FORBES and Mr. E. D. BARBOUR are admitted Partners from this date.

RUSSELL & Co.,
China, January 1, 1899. 23b

New Advertisements.

H. M. NAVAL YARD.
HONGKONG, 30th Jan., 1899.

THE Naval Storekeeper hereby gives notice that on WEDNESDAY, the 3rd proximo, at noon, he will be ready to treat under the conditions contained in the Regulations of Her Majesty's Transport Service, and the form of Charter Party, which may be seen at the above office, for the conveyance from Hongkong to Singapore, by steamer, of about 15 Officers, 349 men, 49 Women, 40 Children, and 2 Horses; with the option of sending about the following numbers from Singapore to Colombo, Ceylon: viz. 19 Officers, 8 Staff-Sergants, 256 Men, 35 Women, and 35 Children.

Tenders are to be made at rates per head (officers and men separately), which are to include conveyance, freight of baggage according to Government Scale (appendix 22 of the Transport Regulations), the supply of articles for the mess place, cabins and berths (appendix 15), articles for table use of Staff-Sergants and Troops, and drinking water for use on the mess deck (appendix 16), and of cooking utensils, fuel, lights, necessities for their use (appendix 17), as well as of all such stores (especially those referred to in article 97), and other requisites as are required by the transport Regulations to be provided by the owners. Messing for officers, or other 1st-class or 2nd class Passengers, is to be supplied by the owners, and will be paid for (in addition to the above charges per head) at the rates specified in appendix 23 of the Regulations, which rates are to include the supply of Bedding (exclusive of Bed linen and Towels), medicinal comforts, articles for Table use, Cooking utensils, fuel, lights, and other requisites, (article 20), and appendix 15 to 17 of the Regulations.

Fittings will be erected, and Provisions, Water, Medical Comforts, and Bedding for the Staff-Sergants and Troops, as well as for their families, will be found by Government. Owners are to supply a distilling apparatus, the requisites for baking Bread, and Water Casks or Tanks. A Competent Person is to be provided by the owners, at their expense, to manage the distilling apparatus, to keep it in effective working order, and to issue the distilled water. Payment will be made for Staff-Sergants and their Families at the rates exceeding by one-third those which may be agreed upon for the Troops and their Families.

All Tenders must be made up on the printed form provided for the purpose, which may be obtained on application at the said office, and be enclosed in sealed envelopes, and addressed to the Naval Storekeeper, and bear in the left hand corner the words, "Tender for the Conveyance of Troops."

No Tender will be received after 12 o'clock at noon on the day of entry.

* In a ship provided with a distilling apparatus, only half the stock of filtered water required by the Transport Regulations need be shipped.

PUBLIC AUCTION.
BOWRA & Co. will sell by Public Auction, (under constraint for rent and Precepts of Summary Jurisdiction Court), on

TUESDAY,
the 2nd Feb., 1899, at 11 A.M., on the Premises of L. BARNES & Co., No. 1, Praya East Road—

Sundry Goods and Chattels, Horses, Horses, Household Furniture, &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.17.

Hongkong, January 30, 1899. 24b

WANTED.
A GERMAN CLERK, to go to one of the Southern Ports.

Apply to A. B. C. care of "China Mail" Office.
Hongkong, January 30, 1899. 24b

DOD.—Since you left us things deeply concerning you have happened. Come home or at least give opportunity of communicating with you.—ARTHUR.
Hongkong, January 18, 1899. 24b

JUST ARRIVED EX CRESTED WAVE, FROM LONDON.

RYE & BUREIDGE'S PALE SHERRIES in Bottle, 1 dozen each Case.

No. 1, \$7.
" 2, " 8.
" 3, " 9.
" 4, " 10.

Also,
PORT in Bottle (old, light and silky), 1847, \$12 per dozen.

G. DUBOST & Co.,
Hongkong, January 21, 1899. 24b

ARMY CONTRACT, 1899, 1870.

SEALED TENDERS in duplicate, marked outside "Tenders for Army Contracts," will be received by the undersigned until Noon on MONDAY, the 14th February, 1899, from persons willing to contract for such quantities of Commissariat supplies, Hospital Supplies, or for the performance of Barrack and Hospital services, such as washing and repairing Bedding, Utensils, &c., as may from time to time be required for the use of Her Majesty's Troops in the island of Hongkong or its outposts, during the year commencing 1st April, 1899.

Forms of Tender (no other than those issued by the Commissariat will be received) and Conditions of Contract, with any further information that may be required, can be obtained on application to the Commissariat, Barrack, or Purveying Departments, for the respective supplies and services.

Each Tender to be signed by two responsible persons, willing to become surety for the party tendering.

The right of rejecting the lowest or any Tender is reserved.

REDMOND UNIAKE,
Dept. Commis. Gen.
Controller's Office, Commissariat,
Hongkong, January 16, 1899. 15b

NOTICE.
ANY person having Claims against the Undersigned will please send them for collection before the 31st instant, and all persons who are indebted will please pay before that date, as the Undersigned intends leaving the Colony early in February.

A. H. CHINOV,
Gaga Street.
Hongkong, January 14, 1899. 31a

BILLIARDS, BOWLS, AND BAR.

NOTICE.
THE ORIENTAL BAR, BILLIARD ROOMS, and BOWLING ALLEYS, having been enlarged and fitted up in a very superior style unequalled by any in the Colony, the Proprietors Re-open the above on Monday, the 11th January, 1899, to their friends and the public, and trust with civility, Good Liquors and the well known reputation of this old-established House, to merit a share of their patronage. There are three first class Billiard Tables in a large airy and well-lighted room. The Bowling Alley needs no comment.

BROWN & Co.,
Proprietors.
Hongkong, January 9, 1899. 24b

THE Undersigned hereby intimates that he has this day received the appointment of Surveyor to FRENCH LLOYDS under date of December 22nd, 1898.

ROBT. MCMURDO.
Hongkong, January 9, 1899.

HONGKONG HOTEL.
THIS HOTEL will be conducted under a new arrangement commencing on the 1st of December. The Charges for Board will remain as follow:—

Board, \$45 a month. Tiffin only, \$15 a month. Dinners only, \$50 a month. One Breakfast or one Tiffin, 80 cents. One Dinner, \$1.25.

There is an excellent assortment of wines for sale at moderate prices.

The Charges for Lodging will be very considerably reduced. Rooms are offered to monthly lodgers at \$25, \$30, \$35, \$40, or \$45, a month.

Casual Visitors are charged \$4 a day for their Rooms with or without board.

There is an ample supply of Bathrooms, and Gas is laid on throughout the house.

Hongkong, November 29, 1898. 24b

NOTICE.
SARAH STOTT, for Manila, Discharge, for Bangkok, Appellation, for Saigon, Eleazar Wood, for Yokohama, Joseph Hambro, for Takao, Sophie, for Whampoa, M. W. Sass, for Saigon, Waverley, for Whampoa, Jugebury, for Tientsin.

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New Advertisements.

NEW HOTEL.
58 & 60, Wellington Street.
ON the FIRST of FEBRUARY will be opened a NEW HOTEL, at the above address. It will be conducted upon entirely novel principles, by observing which the Proprietors, while securing to themselves a sufficient remuneration, will be able to afford the general public Board and Lodging at a rate never before heard of in Hongkong. The situation of the Hotel is first class, and the Rooms, which are very commodious, are very comfortably fitted.

Hongkong, January 30, 1899.

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New Advertisements.

WANTED.
FOR the General Mess on board H. M. Troop-ship "COOK." Persons applying must have a thorough knowledge of their work.

Apply on Board.
Hongkong, January 8, 1899.

EMPLOYMENT WANTED, by a young MAN (English) aged 30, of business habits, and several years experience in Hongkong. Apply by letter, "A.B.C.," care of Office of this Paper.

Hongkong, December 26, 1898.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.
LI Orders for Goods Supplied to or work done for the Hotel must be signed by the Secretary of the Company. The Company will not undertake to pay for any Goods Supplied without such Order.

By order of the Board of Directors,
C. LANGDON DAVIES,
Secretary.
Hongkong, November 27, 1898. 24b

SAILORS' HOME, WEST POINT.

Trustees.
Hon. W. KESWICK, H. G. THOMSETT, Esq., R.N.
" JOHN DENT, Esq., R.N.

Directors.
Hon. H. B. GIBB, W. MACAULAY, Esq., G. J. HELLAND, Esq., D. SASSON, Esq., G. BARR, Esq., Rev. W. H. BEACH, W. LEMANN, Esq., J. J. MORRIS, M.D.

Committee of Management.
Hon. W. KESWICK, Chairman.
W. MACAULAY, Esq., H. G. THOMSETT, Esq., R.N.
G. J. HELLAND, Esq., Esq., R.N.

DONATIONS of Books, Periodicals, Newspapers, Clothes, &c., will be most thankfully received.

A. OVERBURY,
Superintendent.
Hongkong, October 20, 1898.

NOTICE.
THE Undersigned having PURCHASED the interest of the "WANHO STAM BAKERY," begs to notify the Public of Hongkong and Ship Masters that he is prepared to furnish Daily Supplies of Soft BREAD in various forms, to any part of the Colony.

Also Ship BREAD of best quality and at low rates constantly on hand or baked in quantities at short notice.

Also Vats, Butter, Soda and Sugar BISCUITS by the Barrel, Tin or Pound.

Also Corn and Rye MEAL, HOMINY, CORN STARCH, BICARB. SODA, Saleratus and Cream TARTAR.

FLOUR of best Brands constantly on hand supplied by the Barrel, Bag, Tin or Pound.

CAKE of all kinds baked to order.

The above is under the Superintendence of Mr. JONATHAN PARSONS, and all orders forwarded to him, at the Bakery, or left at Messrs. MACLEOD & Co.'s will receive prompt attention.

L. P. WARD.
Hongkong, February 17, 1898.

SAYLE & Co.,
VICTORIA EXCHANGE,
QUEEN'S ROAD.

RESPECTFULLY solicit inspection of their New GOODS, in the following Departments.

SILKS.
Evening Dresses—Velvets.
RIBBONS.
Lace—Fancy Dresses.
HOSIERY.
Gloves—Trimming.
HABERDASHERY.
Manchester—Prints.
MANTLES.
Shawls—Jackets.
BONNETS.
Millinery—Ladies' Outfits.
BABY LINEN.

Gentlemen's Hats—Gloves.
HOSIERY.
Clothes—Tweed.
Tailoring in all its Branches.

PERFUMERY, &c.

Household Linens—Blankets.
CARPETS.

FURNISHING DRAPERY,
Etc., Etc.

P.S.—The Dress-making, Millinery and Tailoring are under the Supervision of experienced West End hands.

Hongkong, November 12, 1898.

LATEST SHIPPING.

ARRIVALS.
Jan. 29, Friedrich, from Whampoa.
Jan. 30, Cont. st. British barque, 485, Gadd, Nagasaki, Jan. 22, Ballast.—Order.
Jan. 30, Japan, N. German 3-masted schooner, 271, Koferslein, Whampoa, 29th January, General.—SIEMSEN & Co.
Jan. 30, Meg. et. American ship, from Whampoa.
Jan. 30, New Granada, from Whampoa.
Jan. 30, Madura, N. G. brig, 158, Stefans, Ningpo, Jan. 28, General.—SIEMSEN & Co.

CLEARED.
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LOCAL.

We have been requested to state that an Ordination service will be held at the Cathedral at 11 A.M. to-morrow, when Mr Piper will receive priest's orders. The Collection after service will be devoted towards the erection of a Native Church at Kunhaiwa, near Ningpo, where the Bishop confirmed 36 Christian converts last March. Collections have been made for this object at Ningpo, Shanghai, Kinkiang and Swatow, and about £150 have been raised. It is hoped that an additional £200 will complete the subscription. On Tuesday, at 3 o'clock P.M., a visitation of the Clergy will be held in the Cathedral, and a Charge delivered by the Lord Bishop. The attendance of the Congregation, as on Sundays, is invited.

TO-DAY'S POLICE.

Mr May on the Bench.
Kwok Apoon and Kwok Ayow, coolies, were charged with larceny from the house of Messrs Siemens & Co. It appeared from the evidence of Mr Frederick Hookway, assistant in the above firm, that the first defendant is house-cool to the house, and had been so for nine or ten years; that the second defendant had been discharged from the same employ, and had been warned off the premises over and over again. In consequence of some property being missed, the servants' boxes were searched, when in the box of the second defendant was found quite a miscellaneous assortment of stolen property. Port and sherry wines, candles, handkerchiefs, towels, sugar, salt, knives and tooth-powder, were all tumbled together, and all identified as the property of the firm. First defendant said that he had told the second defendant to go; and the second defendant sought to explain away his possession of the property by saying that he found it among the waste-paper when he swept the rooms. Mr May fined the house-cool \$10 (or fourteen days imprisonment) for disobedience of orders; and the second prisoner was sent to hard labor for three months.

Inspector Blackwood charged nine Chinese with gambling in a house in Taiping-shan. It appears that the Inspector, with a party of police, was passing the house alluded to about midnight of yesterday, when he heard the inmates talking in a loud voice. Suspecting that this was a gambling-house, the Inspector knocked at the door, then forced an entrance, apprehended the prisoners found there, and took them to the Station about one or two o'clock this morning, and locked them up after having placed them on the charge-sheet. The Inspector stated that prisoners were playing at dominoes in the house. His Worship said that there was no law in this Colony forbidding any one to play any game in his own house—dominoes, dice, or anything else—the offence of gambling being only where a public gambling-house is kept. It was not right to enter any house upon mere suspicion, and apprehend men at midnight for playing at dominoes, because they had committed no offence whatever. The Inspector would have to be much more careful in future. Supposing his entrance into this house had been peaceful, and he had not his head broken, he could not appeal to the law, because he had no right to break into such a house. If there were public gambling going on in any house, even then the evidence should be provided before the house was forced. The prisoners were then discharged.

K. W. Blackwood, U. S. Shipping-master, appeared in answer to a summons for having assisted an old man to whom he owed money. As the complainant failed to appear, however, the defendant was discharged.

Two cases of selling and preparing opium were heard and disposed of. Both prisoners were fined \$25, or three months imprisonment; and were cautioned that they would be fined the full amount (\$200) next time. The opium was forfeited.

CORRESPONDENCE.

To the Editor of the "CHINA MAIL."
BOMBAY, January 7th, 1869.

Sir,—Your Overland Paper of the 15th ultimo, received here on the 4th instant, contains the report of a Law case in which one Nowrojee Nasserwanjee had been summoned before the Supreme Court of Hongkong to call upon the Hongkong Police Magistrate to show cause why he refused to grant a warrant of apprehension against Nowrojee Pestonjee and a Chinaman named Akung.

As I am one of the parties thus implicated, I beg respectfully to be permitted through your columns to show how the matter really is.

I was one of the partners with Nowrojee Nasserwanjee in the Firm of Nowrojee & Co. and managed the business of the China Firm for 12 years. Four months before my departure from China, I gave over charge of the same to Nowrojee Nasserwanjee, who had thus ample opportunities of going over the past transactions of the Office. Nothing, however, was said of my alleged breach of trust during my presence; on the contrary I was praised for having brought the Firm to the prosperous state it then was in, and on my requesting a settlement of my account with this Firm before my departure, Nowrojee Nasserwanjee gave me his word that his money was locked up in the transactions of the Calcutta Office. I would have my share of the profits as soon as he was in a position to pay.

After my departure Nowrojee Nasserwanjee informed me that he had subsequently become aware of my private transactions during the time I was partner in China, and called upon me to submit a statement of the same on pain of my forfeiting all interest in his favor from the very beginning.

As I could accuse myself of nothing wrong in that respect, I wrote to him saying so, and called upon him to prove his allegations. Subsequently Nowrojee Nasserwanjee having returned to Calcutta, I myself went round there from Bombay in order to enable him to take steps against me and also to demand a settlement of my account. Nowrojee Nasserwanjee however could do nothing there, and as I had no friends in Calcutta to assist me with money I was obliged to return to Bombay, especially as I learnt that Nowrojee Nasserwanjee was to follow me there, when I would have the opportunity of submitting the matter to judicial settlement. Instead however of coming to Bombay Nowrojee Nasserwanjee returned to China. Whether he was justified under the circumstances in proceeding as he has done, I leave to the community to judge. For my part I have only to add that should Nowrojee Nasserwanjee ever come this way I would give him an opportunity of supporting before the proper tribunal, the allegations he may have made in his affidavit before the Supreme Court of Hongkong, for copies of which I have written out to the proper authority by this day's mail.—I am, Sir, your obedient servant,

NOWROJEE PESTONJEE.

ARRIVAL OF THE ENGLISH MAIL.

The P. & O. steamer China, Captain Steward, from Bombay 8th, Gallo 13th, Penang 20th, and Singapore 22nd January, bringing the mails of 12-18th December, arrived this morning. She brings 650 bales Cotton and 499 chests Malwa Opium for Hongkong, and 603 chests for Shanghai. The last Bombay prices for the latter drug averaged Rs 1,455 per chest.

The following are the latest Telegrams, dated London—
5th Jan.—The Liverpool Cotton Market closed firm and advancing. 7 lb. Shirts 8/9. 40's Mule Twist 14/4.
6th Jan.—Latest telegram from Italy states that the disturbances recently reported still continue, and that General Cadorna has been charged with their suppression.
7th Jan.—7 lb. Grey Shirtings 8/9; 8 lb. Shirtings 10s.; 40's Twist 12/3.
8th Jan.—Gambier 16s. 9d. per cwt. Sago Flour 16/9. per cwt. Black Pepper 4d. per lb. White Pepper 5d. per lb. Tin 212 per cwt. Liverpool market active and advancing.

(From the Home News, Dec. 18.)
The new Cabinet have held their first meeting. Important changes appear to be contemplated in several departments, and especially at the Admiralty.
The House of Lords, after meeting to receive the Commons' choice of a Speaker, has adjourned to February 11. In the Commons nearly all the members have been sworn in, and they have adjourned to Dec. 29. The Ministerial re-elections are to take place in the meantime.

Reports have been in circulation that the Government having recalled Lord Mayo, had ordered Sir John Lawrence to remain at his post another year, to be then succeeded by Lord Salisbury. They are totally unfounded.

The "Monitor" announces the rupture between Turkey and Greece, but says the cooperation of the great Powers will diminish and restrain its consequences.

Hostilities have commenced between Turkey and Greece, by the blockade of a Greek ship by Admiral Balafré's squadron. Several Ministerial changes have taken place in France. M. de Lavallette has replaced M. de Montier at the Foreign Office. The insurrection at Cadix is at an end, but uneasiness still prevails as to the course of events in Spain.

Mr. Reverdy Johnson has written a pungent reply to a request from Mr. Coningsby to release the working men who had invited him to a public dinner from their engagement.

The total number of election petitions from boroughs is 54 from 48 constituencies. Sir W. Carroll has been re-elected Lord Mayor of Dublin.

A special committee has been appointed to report on field artillery equipment for India.

The Government have granted £5000 to Mr. Kossan, and £2000 each to Dr. Blane and Lieut. Prédiaux for their services in Abyssinia.

All the Duke of Norfolk's Church livings have been offered for sale by auction. Only one was sold. Bids were almost nil for the others.

The Queen is at Osborne, where her Majesty will spend Christmas.

Madame Rachel has been admitted to bail.

Lieutenant A. C. Hunter, Bombay Staff Corps, has been permitted to resign.

The Liverpool Cotton Market is steady. In Manchester continued production is selling and things are rather better.

At the tea sales prices were lower. New season's black tea realised 12d per lb.

An official liquidator has been appointed to wind up the United Service Company.

The following names appear in the obituary of the week—
In her Majesty's Indian Service: Colonel C. G. O. Munro, Retired List, Bombay Army—William Clerk, Esq., late Bombay Civil Service.

Miscellaneous: General George Swinney—General Edward E. M. Showers—Lieut. General A. T. Maclean—The Rev. Dr. Cooke, of Belfast—Mr. J. O. Ewart.

MUNICIPAL GOVERNMENT.

The Supreme Court and Municipal Gazette, remarks on the question of Municipal Government for Hongkong—

When Hongkong was first ceded to the British Crown the experiment of Municipal Government had not been tried in the East; but now that the lapse of twenty-four years has proved it not only practical, but that the action of Municipal institutions has been the source of a chaos, far worse than Hongkong ever was, the existing Council at Shanghai, with what we may call its annual parliaments, we do not think there need be any fear of local and Imperial interests clashing in the Colony. It may be the case that the very absence of central power, and the want of any sharply drawn limit has forced the Council here to adapt itself to the circumstances of the case. Like the British constitution itself it is a compromise, now advancing a step and now yielding, now pressure from without is put upon it. It can at all events be said of it that it has been a powerful engine for the preservation of order; that, composed as it is of men of different nationalities, it has never lent itself to political squabbles; that its authority, existing as it does mainly by prescription, is willingly submitted to by the residents; and that in fine it has ever been found by the officials a valuable aid in the due preservation of law and order. It may be true that we are not placed in the midst of so many dangerous elements as are the Colonists at Hongkong, but it must be remembered that when some five years ago ruffianism had attained a head scarcely understood out of Shanghai, the Municipal Council showed itself equal to the occasion. Since then the police force has distinguished itself not more in the preservation of order, than in the celebrity and certainty which in all cases of importance the criminals have been traced out.

"Pa, they tell us about the angry ocean, what makes the ocean angry?" "Oh, it has been crossed so often."

Wix are books the best friends to—Because when they bore you, you can always shut them up without offence.

THE CUSTOMS TRADE REPORTS.

(N. C. Herald.)

The report on the trade at Roonchow, by Mr. Lay, is perhaps too minutely elaborated, still it contains much that is valuable and interesting. Amongst the myriads of facts, figures and calculations which are presented, we can only refer to a few of the more prominent; and the first subject we would touch upon is, the taxation to which opium is subjected. Mr. Lay enumerates a whole list of taxes which are paid upon this article, and shows that, including the customs tariff of 30 per cent, the total amount that has to be paid on a chest of opium passing into the interior, is no less a sum than £117.64. The consequence is, that the trade, shows a decrease to the extent of about 7 per cent, and according to Mr. Lay, these excessive taxes have caused the Kiangnan traders to draw their supplies from the Kinkiang market. The import of cotton and woolen goods shows an increase, but in both kinds the trade is comparatively unimportant. The total value of imports for 1867 was \$17,223,242 against \$20,069,968 in 1866, but a falling off in treasure of more than \$2,000,000 goes far to account for the decrease. The export of Tea in 1867, from the opening of the market till 31st December, was 61,320,022 lbs. against 58,011,050 lbs. in 1866; and the export of Black Tea to Great Britain during the same period was for 1867, 41,325,209 lbs. against 41,506,708 lbs. in 1866.

The Report on the trade at Amoy does not call for special notice, but we quote Mr. Man's remarks as to the illegal cargoes which obtain there. "Under such conditions no trade can flourish, and if the evil be not promptly eradicated, I fear the present is but a forerunner of further decline. The remedy is easy, but a stronger lever than local protests appears needed to work the change."

The principal interest of Mr. Kopsch's report on Tamsui, centres in his account of the coal mines at Kuling and elsewhere in Formosa.

The following is a list of prices of and charges on coal at Kuling. Best-picked coal at the mine, \$17 per 100 piculs, or say \$2.84 per ton, charges for landing from boats 0.55 per 100 piculs, 9 cents per ton. Shipping charges 9 cents per ton. Duty per ton say \$1.50, making a total of \$4.92 per ton. What is termed No. 1 coal can be bought for \$14 per 100 piculs, \$2.43. Formosa coal was quoted at the close of the year at Shanghai at 1/5 to 5/6. Unimportant as the port of Kuling has hitherto been, I think it will not be overrating it to say, it is destined to become the coal depot for all shipping in China. Its peculiar geographical position enables it to compete more favorably than any other ports on the mainland for the coast and the water's edge, combined with the cheapness and excellent quality of the fuel, will naturally attract ships and steamers to this port for supplies.

Besides the mines at Kuling, there are others in the neighbourhood, and in other parts of the island, that only wait for the opening up of Formosa to become, too, well known. The present rude appliances for working the mines must ere long give way to more scientific and more economical methods, and the day is probably not far distant, when a Formosa Coal Mining Company may be able to drive foreign coal out of the China market. The increased employment of steamers on the coast and on the inland navigation will have opened up more ports and extended the limits of inland steam navigation, will be an additional motive prompting foreigners to impress on the Chinese Government the vast importance, to the trade and wealth of the people, of opening all the coal mines in the empire; and especially those at Chaiyang, Chinkiang and Formosa, these being most accessible. We can scarcely believe that any treaty will be concluded without mining concessions being included in it, and we should think that the consenting to open new ports and to extend inland navigation, is already a more objectionable concession than the opening of coal mines to foreigners and foreign methods. Mr. Kopsch intimates with approval the establishment on Formosa of a steam Saw Mill by the Chinese Government, being the first application of steam power on the island. The object of it is to cut timber for the Government Docks at Foonchow, and we agree with him in thinking that its usefulness to the mandarins will be the means of leading to the more general use of steam by them.

DIFFERENCE BETWEEN A PORT AND A HARBOUR.

(From Shipping and Mercantile Gazette.)

Shipmasters, in signing Charter-parties, should be aware of the distinction between a Port and a Harbour. The two are nearly always confounded as one and the same thing, though they are very distinct. In Charter-parties signed under the term Port, the Captain is sufficiently informed and alive to the interests of his employer to understand the difference. We have, from time to time, received letters from Correspondents asking our opinion whether certain Harbours are good and safe, within the meaning of a contract, they assuming that the word Port was equivalent to the former. These Harbours, however, have been found to contain the term Port only, and, the afore-said, have been consequently, according to usage, to discharge outside, and anchorage within the boundaries. "A shipmaster," lately asked our opinion as to Boston being a safe Port for a ship drawing eighteen and a half feet of water. The Charter to which he referred stated that his vessel was to discharge in a good and safe Port (Harbour) of the United Kingdom, wherein she could "enter and remain always at anchor loaded, even with the lowest tide." After the word Port was that of Harbour in brackets, and, therefore, it would imply that she was to enter a place partly artificially constructed or made by nature, wind and weather. Applying the inquiry of our Correspondent to the United States Journal in July last, the importance of the question will be thoroughly understood and appreciated. This was an action for wrongfully refusing to deliver cargo. It was instituted by the plaintiff, Mr. Simonds, of Boston, against the *Luzig* and her Owner, and damages arising from breach of contract. The Master of the *Luzig* laboured under the impression that the words *marco porto*, in Italian, meant a Harbour as contradistinguished from Port. He was ordered to discharge cargo, and he was ordered to anchor in a safe Port for his vessel. We repeated that it was not a place where his ship could lay afloat at low water, and

the learned judge subsequently held that the order to go there was not one which the Master was bound to obey. A second order, it appears, was given, and the Master was directed to go into East Countryman's Bay, within the Port, but in the Depths, under the command was also resisted; the damages resulting therefrom. The defendant could not establish his case, and the term *marco porto*, and as the facts turned upon the interpretation of these words the plaintiff secured judgment in his favour. Sir K. J. Phillimore, after reviewing the testimony of witnesses, summed up as follows:—"According to the evidence before me, it is shown that in the East Country Berth a vessel could lay afloat at all times. The Trinity Masters are of opinion that the East Country Berth in Boston was a good and safe place for a ship, and that a ship of 500 tons could lie there in safety. Further, the evidence taken before me, I am clearly of opinion that this was a good and safe Port, into which the Master, it is admitted, ought to have gone, and I must pronounce accordingly." Put in the English language, and according to usage, embraces the whole district within its limits, and hence it follows that, wherever there is safe anchorage, a ship must go, unless Harbour or Dock be specially mentioned in the Charter-party. In the latter referred to, it will be seen that a precedent has been established as regards East Countryman's Berth being a good and safe place within the Port of Boston. We should incline to the belief, that where neither Port nor Harbour is mentioned specifically, but simply the name of a town situated on a river, a vessel would be bound to berth in the customary district, or wherever it was customary to take delivery. There are other definitions of a Charter-party demanding attention. A ship may be chartered to discharge in a good and safe Port, nothing being observed as to lying afloat. A Charter of this description leads to much dispute. A Master is not compelled to impel his ship by taking her where she would ground at the fall of the tide; but it does not follow that he is warranted in withholding the delivery of the cargo. By custom he should go as near to the place of discharge as he could safely get, through these last-quoted words contained in his Charter. It is the duty of the Merchant or Consignee to take delivery when a vessel reaches her nearest point, so as to be afloat without receiving injury to the hull. If, however, a ship draws too much water to go to the discharging berth designated, and it is for the convenience of the Merchant to receive his cargo there, he is liable for the lightening and lighterage of the vessel, presuming there is no stipulation that the same is to be borne by the Shipowner. It is often assumed by Masters that their ships must lie afloat in harbour with all the cargo on board, if the Charter-party states that she is to go to the place of discharge. If there is security and shelter, and storage under ordinary conditions of wind and sea, the ship must go up and lighten to across the bar, or to keep afloat in the harbour, as the case may be. When, however, the Charter stipulates that a ship shall enter a harbour without breaking bulk, a Master, unless it suits him to do so, need not lighten his vessel. But he should remember that Harbour and Port, as regards a defined Charter, are not synonymous. It is a rule of common law that a ship must wait the rising of the spring tides to enter a harbor if there is a bar, and if a Master has either stood off a Port or anchored in the roadstead, waiting for water, and when the full spring tides, could not take the bar in consequence of the breaking of the sea. How long a Master would be justified in waiting his time and endangering his ship is matter for legal decision, and would have to be governed by the particular merits of the case. These doubts and difficulties, however, render it highly necessary that a Master should possess a knowledge of what he agrees for, and be sensible of the meaning of the terms Dock, Harbour, or Port.

HORRIBLE TRAGEDY AT STA.

The Dutch vessel *Penichiana* arrived at Pernambuco upon the 25th June with a cargo of jerked meat from Montevideo.

During the voyage the following scenes occurred—On the 18th the first mate, J. J. De Groth, ordered an Englishman called James Ruder, shipped at Montevideo, to take the wheel from him, when the latter struck the mate upon the head and knocked him down. He then cut his throat and threw the body into the sea. The cook, J. Biemholt, was awakened by the splash, and believing some one had fallen overboard began to shout, "A man overboard!" and to throw planks and ropes into the water. While thus engaged Ruder sprang at him, split his head open with a hatchet and threw him into the sea. The captain and second mate were awakened by the noise, and the second mate in coming up the companion way and seeing the body of the hatchet wielded by Ruder, and the jumped back, whereupon Ruder closed the hatch, and piled chains on it to prevent it being opened by them. He then called the two remaining men, an Englishman named Nicholas Chester, and an American called John Hughes, and forced them by fear to obey him. He then told them that he was about to scuttle and abandon her, but they persuaded him to wait until the vessel was near land. On the 21st Ruder uncovered the hatch to see who was going on inside, and while so doing Captain Hoise attempted to shoot him with a gun, but this missed fire. Ruder then hastily closed the hatch, and called on the men on deck to put a large stone on top. While he was waiting for this the captain fired at guess, but the ball only scored Ruder's leg. This, however, had the effect of alarming him, and he ordered the boat to be got ready while he himself made preparations for firing the vessel; but his companions again dissuaded him from leaving her so far from land. At night Chester went to bed, Hughes was at the wheel, and Ruder, who had not slept for three days, lay down near it armed and watching his chance. He was first awakened by his lieutenants when land was sighted. In a few minutes he was fast asleep, and Hughes then left the wheel, and seating the hatchet buried it in Ruder's head, who tried to rise, and drew his knife, but fell dead before a second stroke. Hughes then shouted that all was safe, and after throwing the body into the sea, opened the hatch, whereon, after some hesitation, the two imprisoned men came on deck. No money or other valuable portable property existed on board to tempt cupidity, so that the ferocious conduct of Ruder must have originated from a maniacal thirst for blood.

—Anglo-Brazilian Times.

LAST DAYS OF MAXIMILIAN.

(Full Mail Gazette.)

There are few episodes in modern history so full of romantic interest, or so fraught with doubtful consequences, as the attempt to establish an Austrian empire in the Republic of Mexico. The emperor fell, after a brief and agitated existence, amid bloodshed and ruin; and the unhappy Prince who was placed at the head of the puppet of a greater Power, expired whatever faults he may have committed with his life. But all was not over on the morning when Maximilian marched out of his prison at Querétaro for the last time, and died with the words "Poor Carlotta" on his lips. The potentate who persuaded a throne guaranteed by his armies, and then deserted him at the bidding of the United States, cannot escape from some share of responsibility for the tragedy. The French people can scarcely hear the name of Maximilian without shame and remorse. They long ago perceived that their Government had justly incurred a heavy reproach for having originated a political blunder which ended in a crime.

The history of French intervention, and of Maximilian's unfortunate but gallant attempt to retrieve his fortunes after Marshal Bazaine and his forces had left him, is still to be written. The materials for it are scattered in many places; in this work before us it is remotely intimated that letters bearing on important events are in the hands of the Pope, and that others are believed to be held by the Queen of England. Documents of great value also lie in the archives of Foreign Offices, and especially in the Department of State at Washington. Count de Kératry published a few months ago, under the title, "L'Élévation et la Chute de l'Empereur Maximilien," some information which will greatly assist the task of the future historian. Several fragmentary personal sketches have also seen the light, and to these must be added the interesting work of Prince Salinas. But the full and complete story has yet to be compiled. It was the Emperor's own wish that the work should be performed by Don E. Ramirez, a Prince Salinas-Salm, and the latter now informs us that he is ready to proceed with his task. But difficulties have fallen in his way; Maximilian's papers are not forthcoming, and his Imperial brother does not seem to be in haste for the publication. With this diary of minor incidents we must be content for the present.

Prince Salinas-Salm, as many of our readers may be aware, served in the Northern army of the United States through nearly the whole of the civil war, and at one period of it he was civil and military governor of North Georgia. He might have received a permanent appointment in the Federal army, but peace came, and, as the Prince frankly tells us, war was his element, and so he went and offered his sword to Maximilian. At this time the Emperor appears to have seen that his chances were becoming desperate, and, moreover, the Empress Carlotta began to show signs of breaking down under her load of anxiety and care. Maximilian was disposed to withdraw, but Father Fischer, "Cabinet Secretary" to the Emperor, urged him to consider the fatal consequences of his abdication to his friends who were left behind. "Father Fischer," remarks Prince Salinas-Salm, "perhaps meant well to the Emperor but the interests of the Roman Church ranked first in his estimation." Maximilian's chivalrous nature could not withstand the representations made to him, and he decided to remain in Mexico. Probably he was in some degree influenced by the unbounded promises of support made to him by some who really desired to establish the new empire on permanent basis, but whose influence was far weaker than he imagined.

A fortnight after the departure of the French—that is to say, on the 10th of February, 1867—the emperor marched to Querétaro with a force of 1,600 Mexicans, many of whom were worthless as soldiers. This represented his entire strength. Lopez, who afterwards betrayed him, was on his staff; and it has been generally understood that the Emperor placed much confidence in him. Why Querétaro was chosen as a stronghold no one has ever explained. The city lies in a valley, and every part of it can be commanded from the surrounding heights. The author calls it "the worst place in the world to defend." There Maximilian resolved to make his last stand. The troops and money which he expected from his Ministers in Mexico never came, but Miramon and Mejia, who were afterwards shot with him, held reinforcements. When the Republican forces arrived, some sharp skirmishes took place, but siege was laid to the city, and in less than three weeks the garrison began to feel that it was placed in a hazardous position. General Marquez was sent to Mexico to bring on all the money and troops he could collect. He gave his word of honour that he would return in a fortnight, at all risks.

The Emperor was on the trenches from morning till night, and won the hearts of his little band by his unselfish courage. He was advised to take refuge in a mountainous district eight leagues from Querétaro, where his personal safety might have been assured. He replied that it was against his honour to leave the army, and that he would rather die than do it. Besides, he was always hoping that Marquez would return with reinforcements. His generals were incessantly quarrelling and accusing each other to the Emperor of treachery. Maximilian good-naturedly ascribed their recriminations to mere ill-tumour, and never appears to have disturbed their intentions towards himself. At last the time food had become more and more scarce, until the Emperor, in common with the whole garrison, was obliged to live on mules' flesh. In April Prince Salinas-Salm was sent with a small force to look after Marquez, and with secret instructions to arrest him if the rumour that he had turned traitor was found to be true. But the Prince did not succeed in getting clear of the enemy's lines. Again and again were attempts made to induce Maximilian to quit the trap into which he had fallen. But the author tells us, "he was always troubled by the fear of not having done enough for his military honour, and then he repeated still, 'Marquez will come yet.'" But Marquez did not come, and the garrison made a last desperate attack upon the besieging forces. At first it was successful, and Prince Salinas-Salm reflects in severe language upon General Miramon for not following up his advantage, and securing the retreat of the Emperor. It is impossible to quit the trap into which he had fallen. 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HYDROGRAPHIC NOTICE

"RODNEY" AT HONGKONG,
January 25th, 1899.
Hydrographical Order
No. 5.

The Hydrographic notice published in the *China Mail* of the 10th December, 1898, having contained several errors, the following corrected notice with additional information, is published for general guidance.

HENRY KEPPEL,
Vice Admiral and Commander in Chief,
To the Commodore, the RESPECTIVE
CAPTAINS, COMMANDERS, AND
OFFICERS COMMANDING HER MAJESTY'S
SHIPS AND VESSELS UNDER
MY ORDERS.

JAPAN, KIUSIU, WEST COAST.
ALL HEARINGS ARE MAGNETIC.
VARN. 1868, 3° 27' WEST.

The survey of the West Coast of Kiusiu, being completed, a full description of the coast with sailing directions will be published, when the charts are issued. The following are therefore only brief notices of the prominent dangers, &c.

Wakana Island—(Kosine no Oshima). A small island, lying 3 fathoms on the outer edge of a distance of 5 cables.

Kakana Island—A ledge of rocks extends to the southward 1½ cables.

Sigima Island—The Rocks off Siga Island extend to the westward. The northern end of No-kono-sima (on the Admiralty Chart Nakosima) kept well open of the S. W. point of Sigima leads clear.

The passages to the westward of Gekaisima have only 3 fathoms at low water.

The reef marked five fathoms on the Admiralty Chart, lying south of Ellis Reef, has only 4 fathoms on it.

Rock—A rock, having only 8 feet at low water on it, lies ½ of a mile south of the low flat rocks marked on the chart as 14 fms, which are the outermost of the islands off the east coast of the large island of Kiusiu; the whole of that coast is much encumbered by ledges of rocks, extending some distance off the shore.

Kakana Bay—A bank of sand and gravel, uncovered at low water, and extends from the south side of Himesima. South 5 cables.

Yenocima—South of this island are several rocks and shoals, the outer one bearing from the island South 3½ miles.

The passage between Yenocima and Ota is clear and safe.

The direction of the currents being N. W. and S. E. and setting very strongly on to the islands, much caution is required when navigating this channel.

Yenocima—An island off the East coast of Ota, is not shown on the Admiralty chart, it is about ½ a mile long, and West, and ½ of a mile North and South, about 300 feet high, and bears from the peak of Himesima S. 32° W. 9 miles. There is also a rocky islet 40 feet high, 1½ mile S. 32° W. from Himesima.

Several rocks are omitted from the Admiralty chart, which exist above water, they extend N. 60° E. 3½ miles from Katusima.

Some islets are also not shown, which run from the South end of Saki-sima.

The North side of Ota-sima is rocky, and with the South sides do not afford safe anchorages.

Katusima—The passage inside is full of rocks and ledges, and can only be navigated by precise knowledge.

Ko-sima—A small rocky islet N. E. of the arch rock, has shoal water off its North side, extending 2 cables.

Nagasaki Light House—The Japanese authorities have erected a lighthouse on the North end of Twosima. (It is not known when a light will be exhibited). The tower is constructed of iron, hexagonal in shape, surmounted by a gallery with iron railings, the whole painted white, with gilt ball on top. The base of the tower is 189 feet above the sea, and is placed on the end of a narrow ridge, 1½ cable inside the extreme North point.

Simabara Gulf—The rock reported by Capt. Stevens, of the steam-ship *Philippo*, lies at the entrance of the Gulf, and uncovers 5 feet at low water.

It has only been verified and not examined. It bears N. 20° W. from the East extreme of Tanjima, and N. 64° W. from East extreme of Oshima.

The Wilhelmus Eliza, Dutch Brig, has discovered a rock nearly in the centre of the head of the Simabara Gulf; it is 7 feet above low water and from it take-saki bears S. by W. ½ W., Sitwada Gawa N. S. by W. ½ W. The Brig also reports that a rocky reef stretches from take-sima point in a S. E. direction for 14 miles.

V.B.—It is well known that the head of the Gulf is shallow and full of dangers.

Caution—Vessels entering this gulf should be cautious, as the very turbulent "chow-chow" indicates more dangers.

There are no charts or Hydrographic information respecting the gulf.

Sigima Bay—This harbour has been recently surveyed and the channel leading to the narrow passage is rocky and uneven. Only 4 fathoms can be carried at low water, along the Northern shore, (the Admiralty chart, No. 369, shows 9 fathoms, which is erroneous). Corroment Inlet is almost closed by the bank of shingle which extends across; and in the Channel only 1 fathom at low water can be obtained.

Island Sea—Capt. Von Gogh, of H. N. M. S. *Ceylon*, in November last, having partially surveyed the anchorage Mitara, Lieut. Rochford, of H. M. G. S. *Firm*, communicates the following information.

The anchorage is about 1 mile in extent N. N. W. and S. S. E. and 2 to 3 cables in width. No rocks were dis-

covered by the Dutch officers, and the native pilots say that none exist.

It gives shelter to all winds except from S. E. to S. S. W. There is an outer anchorage 1½ cables to the Eastward of the small stone pier at the southern end of Mitara, but a heavy swell sets in with a South westerly gale.

A 5 fathom patch was found about 1½ cables N. E. of the north wall (white top) of Mitara. It is not advisable for a large vessel to proceed so far up, but she can anchor in 13 fms. midway between the north wall of Mitara and the small stone pier on the opposite shore, where no swell reaches. Springs rise 12 feet.

CHINA.—VAR. 1° W.

Great Yang Tze Bank—The Breakers said to have been seen from the P. M. Steam Ship *Costa Rica*, in lat. 32.10 N., long. 125.03 E. were carefully searched for but not found; 25 fathoms were obtained on the spot, with very even depths all round, in a space of 15 miles square.

It is difficult to suppose that a danger of such a nature could have existed so long on a route so much frequented, without ever being seen before.

River—A survey of the banks and channels at the entrance of this river, has been made during the month of November. Considerable alterations have taken place since the surveys of 1843 and 1854; the Southern portion of the outer banks has shoaled up, while a channel on the North side has opened out.

The Pilots are fully informed of this new Channel. Buoy and Beacons have been proposed to facilitate the navigation of this channel, which can carry across its outer Bar 15 feet at low water springs.

It would be imprudent to risk taking ships in without a pilot; nor are the unlicensed pilots (Chinese) of the White Dogs to be trusted, notwithstanding their numerous testimonials from various vessels.

The *Sylvia* was put on the South knoll by them in clear weather.

The small "Round Island," S. 66° W. in line with the first gap left of the Serrated Peak, leads in over the Outer Bar and up the channel, until Kuehan Peak is in the middle of the saddle of Square Peak S. 83° W. with these latter marks, run in till the left highest part of Brother A. (western one) is on with the right fall of Brother B. (Eastern one) N. 65° W. which leads over the Inner Bar, in 10 feet at low water.

This Bar is very narrow, and the marks must be carefully attended to.

This notice affects the following Admiralty charts, viz: Nos. 2347, 358, 359, 127, 527, 2415 and 2400, and China Pilot Pages 512, 514, 518, 522, 531, and 145.

ED. W. BROOKER,
Commander H. M. S. *Sylvia*, in charge
of North China and Japan Survey.

(From the Straits Times.)

CHINA SEA DIRECTORY.

VOL. II.

The following information has been compiled from the results of surveys made in H. M. S. *Rifleman*, and from the latest Dutch charts.

JNO. WM. REED,
Staff Commander,
in charge of the China Sea Survey.
H. M. Surveying Vessel *Rifleman*,
Singapore, 14th January, 1899.

Lima Strait, between Ponoebo and Linga, is narrow, much encumbered with shoals and dangers, and does not, upon the chart, appear to be a very convenient channel for navigators unacquainted with it. Captain McKenzie, however, says that it is safe and quickly passed through with the tide; and that on its western side, just beyond the narrows, there is a small bay on the Linga shore, with good anchorage, wood, and water.

Honourable states that Lima Straits is a short route from Linga road to the strait of Durian, the soundings in it varying from 7 to 14 fathoms, that it may be navigated with care by ships of moderate size, and furnishes directions which are here given, corrected from recent charts.—It bound from Linga road to the westward, through Linga Strait, steer out to the southward and southwest to give a berth to the dangers off the west point of Linga Bay, and the shoals which stretch from thence to the road. Having passed about mid-channel between the islets off Bongon point and those near the southern shore, steer for Labodado point, (the southwest point of Linga), and the depths will be 12 to 14 fathoms near the islets and rocks on the south side of the strait, and 9 to 10 fathoms towards the Linga shore; the bottom hard on the eastern part of the strait, and soft to the westward. Having passed Labodado point steer about W. by N. in soundings of 11 to 9 and 8 fathoms, soft ground, and passing to the northward of Pandan Island in 6 to 8 fathoms, steer to the north-westward for the strait of Durian.

Ponoebo Strait, between Sinkop and Ponoebo islands, is like Lima Strait, very narrow and encumbered with shoals and dangers. We have no directions for it; but, judging from the chart, it appears that it may be entered from the eastward between the small islets Senang, Tunga, and Kakkor, and a mid-channel course followed through its narrowest part. After passing a mile of Ponoebo, to avoid two rocky patches, with only 2 and 3 fathoms water over them, which lie nearly in mid-channel at the western end of the strait. The soundings in the narrow part of the channel are 15 to 20 fathoms, but at the western end there are not more than 4 or 5 fathoms. The strait is almost closed by the bank of shingle which extends across; and in the Channel only 1 fathom at low water can be obtained.

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Great Yang Tze Bank—The Breakers said to have been seen from the P. M. Steam Ship *Costa Rica*, in lat. 32.10 N., long. 125.03 E. were carefully searched for but not found; 25 fathoms were obtained on the spot, with very even depths all round, in a space of 15 miles square.

It is difficult to suppose that a danger of such a nature could have existed so long on a route so much frequented, without ever being seen before.

River—A survey of the banks and channels at the entrance of this river, has been made during the month of November. Considerable alterations have taken place since the surveys of 1843 and 1854; the Southern portion of the outer banks has shoaled up, while a channel on the North side has opened out.

The Pilots are fully informed of this new Channel. Buoy and Beacons have been proposed to facilitate the navigation of this channel, which can carry across its outer Bar 15 feet at low water springs.

It would be imprudent to risk taking ships in without a pilot; nor are the unlicensed pilots (Chinese) of the White Dogs to be trusted, notwithstanding their numerous testimonials from various vessels.

The *Sylvia* was put on the South knoll by them in clear weather.

The small "Round Island," S. 66° W. in line with the first gap left of the Serrated Peak, leads in over the Outer Bar and up the channel, until Kuehan Peak is in the middle of the saddle of Square Peak S. 83° W. with these latter marks, run in till the left highest part of Brother A. (western one) is on with the right fall of Brother B. (Eastern one) N. 65° W. which leads over the Inner Bar, in 10 feet at low water.

This Bar is very narrow, and the marks must be carefully attended to.

This notice affects the following Admiralty charts, viz: Nos. 2347, 358, 359, 127, 527, 2415 and 2400, and China Pilot Pages 512, 514, 518, 522, 531, and 145.

ED. W. BROOKER,
Commander H. M. S. *Sylvia*, in charge
of North China and Japan Survey.

(From the Straits Times.)

CHINA SEA DIRECTORY.

VOL. II.

The following information has been compiled from the results of surveys made in H. M. S. *Rifleman*, and from the latest Dutch charts.

Close to the north-west part of Setjawa, two small islands named Great and Little Blanco, the latter which is the north-western one, having two islets near its west side.

Tiampa Strait—Tiampa, an irregularly shaped island 5 miles long and 1½ miles broad, is separated from the north-west part of Setjawa and the Blanco islands by a shoal bank, 2½ miles long but narrow, with only 1 to 2 fathoms water over it, lies short distance to the westward of the Blanco islands, and there appear to be depths of 8 to 14 fathoms in the narrow passage which divides them. The channel between the bank and Tiampa is a mile wide, with depths of 9 to 16 fathoms.

Boocya Island, lies 3 miles westward of the north-west point of Tiampa, and the channel separating them is nearly blocked with small islands, islets, and rocks. Boocya is not quite 3 miles in extent, but is a remarkable island, rising to a peak 888 feet high.

Dian is the south-easternmost and Loban, the north-westernmost of a chain of islets fronting the south and southwest sides of Boocya, from which they are separated by a channel with depths of 12 fathoms in it, but there is a rock near the west side of Boocya.

The Leda rock is the outermost of a ridge of rocks which extend about 1½ miles in a N. W. by W. direction from Loban.

Temiung Group, composed of four principal islands and many rocks, lies to the north-westward of Setjawa and Sebang, separated from those islands by a narrow channel which appears to be blocked by rocks. Temiung, which limits the group to the north-eastward, is 7 miles long and 2 broad, and is much the largest of the islands. It is very irregularly shaped; the northeast side is nearly straight; at the southeast end is a deep bay or inlet, and at the opposite end another not so deep. The island is mostly composed of high hills and near the west end is some table land elevated 800 feet.

The three other principal islands lie close to the south-westward of Temiung, divided from it and each other by very narrow channels, and the group is limited in that direction by a small island with islets or rocks N. W. and S. E. of it, the whole extending about 3 miles; these last bound Temiung Strait (previously described) to the north-eastward. Close off the north-west end of Temiung is Pintoe, an island about a mile and a third long; and off the north-east end of Pintoe is an island named Kobat. All the islands are fringed with shore reefs.

Pompong Island, lies S. W. by W. a little over 2 miles from Kobat; it is rather more than half a mile in diameter, rising to a hill in the centre 438 feet high. A rock, awash at high water, lies close off the north-east point of Pompong.

Some detached rocks above water, surrounded by a reef, lie N. E. by E. three quarters of a mile from Pompong, and N. W. ½ N. the same distance from the north-west islet of the Babie group.

Pompong Shoal, N. E. 2½ miles from Pompong Island, consists of three or four rocks several feet above water, which at a distance appear like boats' sails; they are nearly north and south of each other, and extend about a quarter of a mile. A rock awash lies a quarter of a mile to the westward, and between are soundings of 5 to 8 fathoms; close to the shoal are 12 to 15 fathoms.

Irene Reef, said to lie W. by N. ½ N. about 7 miles from Pompong Island, could not be found in the *Rifleman* in the course of a four hours search, but the examination was insufficient to disprove its existence.

Allor, Pangalap, and Dedap Islands, with the adjacent islets and rocks, may be considered to form one group. Allor—a small round island, not a quarter of a mile in diameter but 139 feet high—is 4 miles northward of Kobat, the north-west extreme of the Temiung group. A small islet, or rock, lies two cables north-eastward, and two others about one cable N. W. of it—the whole being connected by a reef.

Pangalap Island, 3 miles long and but half a mile broad, is moderately elevated, the highest hill is on the western part being 246 feet; and on the northern part 207 feet high; the direction of the island is N. by W. ½ S.—S. by E. ½ E. Some flat rocks, just above the surface, lie a cable's length south-eastward of the south point of Pangalap, and in the channel between it and the reef extending from Allor, which is 3 cables broad, are depths from 7 to 23 fathoms. The island is fringed by a reef which projects in places on the east coast to a distance of a quarter of a mile; on the west coast its edge is much closer to the shore.

Dedap, not quite half so large as Pangalap, lies to the westward of that island from which its southern and nearest part is distant three quarters of a mile; the direction of its length is two points westward of Pangalap.

Off the south-east end of Dedap are three small islets and a rock lying nearly on a line S. E. by S. from that island; the rock being distant a little over half a mile. A mile from the island in the same direction are two rocks awash; from the outer one to the south end of Pangalap bears N. E. ½ E., and the south extreme of Allor S. E. ½ E. The channel eastward of these and between Dedap and Pangalap appears to be free from danger with the exception of a rock awash a short distance outside the edge of the shore reef fringing the latter island, and which bears E. by N. ½ N. from the north end of Dedap.

A small islet lies close to the north-west point of Dedap, and half a mile off in that direction lie two small islets, encircled at a short distance by a reef; these islets form the northern limit of Abang Strait (described farther on).

Temiung, Rodong and Pangalap Straits, divide some of the islands of the Linga Archipelago; we shall describe them as briefly as possible, for they are not in general used, and the chart will be the only safe guide for seamen who may have occasion to use them.

Rodong group lies to the westward of Niamok and Missana (see description of Rhio Strait), and comprises six islands, separated by narrow un navigable channels. Rodong, the northern island, is 707 feet high, and very conspicuous; it is one of the principal land-marks for making Rhio Strait. The three eastern islands, which form a sub-group, are known as the Desis Islands; the two western ones, lying close together, as the Madang Islands.

† This group with the other islands and dangers some of the islands of the Linga Archipelago; we shall describe them as briefly as possible, for they are not in general used, and the chart will be the only safe guide for seamen who may have occasion to use them.

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The channel between Missana and the Rodong group is encumbered with many dangers, and should not be used.

The Dua islands lie W. N. W. 2½ miles from the Madang; they are two rather low islands, each encircled by a reef extending in some places a quarter of a mile from the shore, and divided by a narrow channel of 4 fathoms. Two reefs, each about half a mile in extent, and separated by a narrow deep-water channel, lie a mile and a half westward of the Dua islands. On the south end of the southern one is an islet, and at the north end are some rocks above water; and on the north-east extreme of the other is Tree rock—a rock about 10 feet above high-water with a tree upon it.

A coral patch with 3 fathoms water over it, and 11 to 14 fathoms around it, lies N. W. by W. ½ W. nearly a mile from Tree rock; the channel between them is safe.

Tetampun Group, occupying a somewhat circular space about 4 miles in diameter, lies a mile and a quarter north-westward of the Rodong group; it comprises numerous islands, islets and rocks, divided from each other by narrow intricate channels—encumbered with many reefs and dangers. Tetampun, elevated 390 feet, the highest and most conspicuous of the islands, is situated near the southwest part of the group. Binan and Katang Linga (included in the description of Rhio Strait) form its eastern and northern limits, and the Nopong islands, with the adjacent islets and reefs, its north-western ones.

Temiung Strait, leading from the China Sea to Durian Strait and the other straits adjacent to it, is about 14 miles long and 2 broad, its direction being N. W. by W. ½ W. and S. E. by E. ½ E. It is bounded to the southward by the northern end of the Sabangka group, and by Temiung, Pintoe, and Kobat, and to the northward by Niamok, the Rodong group, Dua islands and Tree rock reefs.

A dangerous pinnacle rock awash, very difficult to make out, lies between the southern Desis island and the group of small islands next south-eastward of Temiung, but half a mile nearer to them than to Desis. This danger may be passed on either side, the channel to the southward being three quarters of a mile wide, but the best plan is to pass to the northward of it; in doing so, however, be careful to avoid the shore reef which projects half a mile to the southward of the east point of Desis, and also a rock awash which lies more than 2 cables' length off the south point of the Madang islands. Elsewhere the strait may be safely navigated with ordinary caution and attention to the chart.

After clearing the strait, vessels may pass on either side of the Pompong shoal. Rodong Strait, between the Rodong and Tetampun groups, is also easily navigable; but a rock awash which lies N. N. E. ½ E. more than 6 cables off the north point of Rodong must be carefully avoided, as must also a patch of reef a quarter of a mile south-eastward of the southern island of the Tetampun group. Besides avoiding the first mentioned danger, vessels when working should not stand within a line joining the northern extremes of Rodong and Missana islands.

The channel limited by the Tetampun group on one side and by the Dua island and Tree rock reefs on the other is perfectly safe; it is only necessary to give a berth to a rock awash which lies more than half a mile S. W. ½ W. from the southern island of the Tetampun group, and to be careful not to stand too close to the south-west islands of the group between Tetampun and Little Nopong—ordinary care is all that is required here.

Rodong Strait is limited on the east by the Tetampun group and the Seanga islands, and on the west by Allor, Pangalap and Oulik.

A bank of 5 to 10 fathoms lies in the fair-way of this strait having on the northern end a rock awash from which northward of the strait bears W. ½ S. 1½ miles, and the apex of Allor Island S. W. by S. 2½ miles, and near the opposite extreme a 2½ fathoms patch of hard sand with the north-east extreme of Pangalap bearing N. W. ½ N. 2½ miles, and the apex of Allor Island S. W. ½ S. 1½ miles. Vessels may pass between the two either side of these dangers, both of them. South of the north-east point of Pangalap a hard mud bank, with 5 to 10 fathoms water over it, extends nearly a mile to the eastward and the same distance to the southward, and a bank of sand about half as large extends in the same direction from Oulik; elsewhere the soundings are very irregular—12 to 28 fathoms.

Miscellaneous.

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THE "Times" of India, states "that the discovery of DR. J. COLLIS BROWN'S CHLORODYNE is a greater blessing to the human race than even the discovery of Vaccination." This remedy is invaluable in the above diseases, and is indispensable to Emigrants, Travellers, and Families. A few doses being generally sufficient.

DR. J. COLLIS BROWN'S CHLORODYNE.

The Right Hon. Earl Russell communicated to the College of Physicians and J. T. Davenport, that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, December 31, 1864.

DR. J. COLLIS BROWN'S CHLORODYNE.

Extract from *Medical Times*, January 12, 1866.—"It is prescribed by scores of orthodox medical practitioners. Of course it would not be thus singularly popular did it not 'supply a want and fill a place.'" Dr. J. COLLIS BROWN'S CHLORODYNE is the best and most certain remedy in Coughs, Colds, Asthma, Consumption, Neuralgia, Rheumatism, &c.

DR. J. COLLIS BROWN'S CHLORODYNE.

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay:—"Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it, I fully owe my restoration to health after eighteen months' severe suffering, and when all other remedies had failed."

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It is necessary to warn the public against spurious imitations, which only bear the name, and are deficient of the true properties of the only genuine Chlorodyne.—Dr. J. COLLIS BROWN'S, as was proved before Vice-Chancellor Sir W. P. Wood, in the Court of Chancery, in case of *Wright v. Wood*, when the Vice-Chancellor stated that the story of Freeman being the father of the "Billionaire" was untrue.

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